



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

November 2013

Picture of the Month



EAA Chapter 932 member, Dave Otero, took this spectacular photograph of the Chicago skyline one morning this July.

A Fun Visit to Vans

... and a small world story!

By Captain Arnie Quast

During my annual pilgrimage to Oshkosh this past summer, I made a stop at the Van's Aircraft tent. I have always marveled at the innovative and fine performing aircraft that Van's Aircraft provides in the form of homebuilt aircraft kits. A good friend of mine in Colorado built an RV7 in his garage a few years ago, and I have had the opportunity to fly with him a few times when I have been in the Denver area. During my visit to the Van's tent at Oshkosh, I became particularly interested in the relatively new RV12 Light Sport Airplane (LSA) that was on display.

I spent time sitting in the RV12 on display and talking with a Van's sales representative. The RV12 is one of

Van's most easy to build airplanes. The 100hp Rotax 912 engine burns about 5 gallons of fuel per hour, and can run on either 100LL avgas, or 93 octane automotive fuel. The fuel capacity is 20 gallons, and the RV12 can cruise at approximately 120 knots giving it a very generous range capability and a respectable useful load of just over 500 pounds.

The RV12 has two place side by side seating with generous room and comfort. A bubble canopy provides for excellent visibility. The interior of the airplane is not overly luxurious, but comfortably accommodates two average sized adults with no problem. The instrument panel is comprised of a Dynon Sky Display

Continued on page 2.

Editor's Note

I recently received an email from the State of Illinois Division of Aeronautics inviting me to register online for the 2014/2015 registration cycle.

A two-year registration is still only \$10 but they charge an additional \$1 transaction fee to register online. I have to admit my first thought was "I'm not paying an extra dollar to these guys!" But then it occurred to me that if you add up the cost of a stamp (46 cents), an envelope (5 cents), and the check (?) - okay, it doesn't come to nearly one dollar! But ... not having to get off my ass and walk to the mailbox - PRICELESS!

So I settled back in my chair and proceeded with the lazy option, which turned out to be surprisingly simple for an interaction with a Government agency.

First you have to register on the Illinois Pilot & Plane Registration website where you basically just enter your email address to ensure you receive future email notifications from IDOT. After you get the registration confirmation email and click on the link to register, you just enter your certificate number and your payment information and you are done.

You can print your certificate immediately too, so you don't have to wait anxiously by the mailbox for 6-8 weeks wondering when it will arrive (just kidding of course!).

For more information about Illinois pilot registrations go to;

<http://www.dot.il.gov/aero/pilotreg.html>

Beth Rehm, Editor

Continued from page 1.

PFD/EFIS, along with a Garmin radio, transponder, optional autopilot, and ADS-B capability. Overall, very impressive for an LSA aircraft! One of the neatest features I observed in the RV12 is the fact that both wings can be detached for easy storage by two people in less than 10 minutes. This is really cool if somebody wants to store the airplane in tight confines, or perhaps at an off airport location.

The kit retails for about \$67,000 including engine and avionics but the final paint finishing is additional to the cost of the kit. The RV12 kit can be purchased in stages to spread out the cost. While talking with the Van's representative, I told him that I was a pilot for United, and that I occasionally get layovers in Portland. He encouraged me to take time to visit the Van's manufacturing facility located about 30 minutes south of Portland in Aurora, OR.

In late September I had a long Portland layover in my schedule. I called Van's ahead of time and arranged for a tour, and a demo flight in the RV12. A good friend of mine by the name of Joy Drechsler who used to work for United Airlines in Chicago and now lives in Portland



Arnie (left) with Vans CFI Joe Blank in the RV12.

offered to pick me up and drive me down to Van's. The drive to the Van's facility at the Aurora State Airport (KUAO) was a quick and easy run down interstate 5 from downtown Portland. We were greeted by Mr. Joe Blank, who is the Airshow Coordinator, and also works in Builder Support for Van's Aircraft. Joe is also an active CFI, and spent most of the morning with Joy and me as we toured the facility and took a demo flight.

The Van's factory is not overly huge, but was very impressive to check out. They have a large area

where most of the kit components are fabricated on site using state of the art manufacturing machinery and techniques. Adjacent to this area is a highly organized stock area where all of the manufactured kit components are stored and ready to be crated for potential kit orders. Many kit components come directly from individual vendors who specialize in standard components such as wheels, brakes, etc.

As we were ending our factory tour at the shipping area, Joy made a very interesting observation about a set of crates containing an RV14 order that was about to ship. The shipping label on the crates was addressed to a person in McHenry, IL! Furthermore, the street address in McHenry was located at the opposite end of my neighborhood! The person it was addressed to was Mr. Doug Graham. I had no idea who this person was that lived so close to me (more on this later, keep reading!)

After the awesome factory tour, Joe took me on a demo flight in the RV12. We proceeded to a hangar that was next to the manufacturing area. This hangar had demonstration aircraft of just about all of the latest



Arnie on his tour of the Vans manufacturing facility in Aurora, OR.

Continued on page 3.

Continued from page 2.

Van's aircraft that are on the market. We pulled out the RV12, and Joe and I went flying for about 20 minutes. Joe took off and handed me the stick controls just after we lifted off. I instantly admired the easy and responsive flight characteristics of the RV12. We did some standard turns, climbs, descents, stalls, slow flight, and steep turns.

The airplane handled incredibly easy and forgiving and the visibility out of the canopy was impressive. I could have kept flying for a few hours, but all good things have to come to an end! Joe let me fly back to the pattern, but could not let me land per the Van's company policy. Joe took the controls on downwind and brought the RV12 in for a greaser landing. He said those are easy to do in this airplane due to its very favorable flying characteristics. Upon completion of the flight, I sincerely thanked Joe for the time he had spent with us. Joy and I retreated back to Portland to have some lunch.

Two days later when I arrived home in McHenry, I located the house where the RV14 kit was addressed. I knocked on the door, and introduced myself to Doug when he answered. I told him the story about seeing his kit being prepared to ship at Van's, and he immediately invited me in to chat.

Doug told me he is a Captain for American Airlines based at Chicago-O'Hare and his wife, Betsy is a flight attendant for American. Coincidentally my wife, Dawn, is also a flight attendant at American, which made things even more of a small world. Doug and Betsy have lived in my neighborhood for twelve years, and I never knew them or the fact that they also worked for the airlines.

About a week later Doug called me when all the crates containing the RV14 arrived. My wife Dawn and I went over to his house and I helped Doug unpack and inventory the kit



Doug unpacking his RV14 kit in his garage in McHenry.

components while Betsy and Dawn went inside to chat. While we were unpacking the kit, I told Doug about

our EAA chapter here at Galt. I encouraged him to attend our meeting in October, which he did and he also joined the chapter.

Please welcome Doug and Betsy if you run into them at a future EAA 932 meeting or event. It will be exciting to watch Doug as he begins his journey building the RV14!

As for me and the RV12, the juices are certainly flowing. But despite the advertised ease of assembly, I am wondering how I would find the time to build one. If anyone in the chapter might have an interest, please let me know. I would possibly think about a team building opportunity if a few folks are interested.

You can learn more about Van's Aircraft by visiting their website at <http://www.vansaircraft.com>.

Arnie Quast is a Captain on the Airbus A320 for United Airlines and a member of EAA Chapter 932 at Galt.



- Wide selection of Eyeglasses and Contact Lenses to fit every patient's needs and budgets
- Most insurance plans accepted
- Diagnosis and Treatment of Ocular Disease
- Locally owned and family operated

Dr. Erika Cleland

One N. Virginia Street
Crystal Lake, IL 60014

Patients consistently tell us that we provide the most comprehensive eye examination you'll ever experience. Call today to schedule appointments for you and your family.



Primary Eye Care Center

TPA Certified, Registered Optometrists

NE corner of Rt. 14 (Virginia Street)
and Crystal Lake Avenue, 1/2 mile
Northwest of McHenry Avenue.

815-455-9393

10% discount on out of pocket expenses for Galt tenants and their families.

Monday and Thursday 9:00 am to 7:00 pm
Tuesday and Wednesday 9:00 am to 6:00 pm
Friday 9:00 am to 5:00 pm
Saturday 8:00 am to 1:00 pm
Closed Sunday



PRIMARY EYE CARE CENTERS
Treatment & Management of Ocular Disease

Larry Makes a Splash in Seattle

By Larry Schubert

As I have mentioned many times in previous articles, I have a GREAT family. The latest reason for saying that involves an aviation adventure... compliments of my kids.

By way of a little background, in August my youngest daughter got married out near Portland, Oregon. As part of that trip, Leslie and I decided to travel to Seattle after the wedding and spend a few days with relatives. My two daughters, Lindsey and Katie, decided that a nice birthday present for me would be one hour of dual instruction in a seaplane, to be taken while I was there. Needless to say, I was thrilled.

So, on a lovely clear Friday afternoon in August, I found myself at the Seattle Seaplanes dock on Lake Union...literally right in downtown Seattle. As I stood on the dock awaiting my instructor, I started to have some misgivings. The first involved Seattle Seaplanes itself. I had been down to Lake Union before watching the fancy turbine and round-engine seaplanes come and go, and the main seaplane facility is quite nice. But I found myself across the lake at a facility that was, shall we say, a bit more colorful. A rickety dock ran out from a well-worn FBO. Pulled up on land was a float plane of unknown vintage that looked pretty sad. Floating (sort of) next to the dock was a Cessna, but it had no engine. Then I spotted the 172 on floats that I saw in the fancy brochure. PhotoShop is a real nice computer program, and someone with significant skill must have been at work. It wasn't a wreck, but it wasn't near as shiny as the Cessna in the brochure, that's for sure.

My other concern centered on Lake Union itself. I looked out and saw lots of hazards to my upcoming aviation adventure. There were ferry



Larry enjoys his first seaplane flying lesson with Seattle Seaplanes.

boats, sail boats (large and small), paddle boards, kayaks and God knows what else milling around out there. But somehow the big fancy floatplanes were getting in and out without killing anyone, so I guess I could do it as well.

Captain Bob, my instructor, finally arrived. He had genuine-looking captain's bars on his shoulders, and was a very amiable fellow. I think he does this as a sideline, because he was late and the girl in the FBO said he has a "real job" somewhere else. But he seemed to be a highly competent fellow, and like me owned a low-wing plane (a Cheetah). He soon introduced me to our plane and walked me through the preflight. It was an interesting beast...modified with a 180hp engine and constant speed prop. It was kind of a hot rod 172. Part of the preflight was pumping water out of the floats, which was an interesting experience. Then it was cockpit familiarization. He pointed out the Johnson bar manual flaps as if they would be something new to me, but I explained

that my ancient Cherokee had the same system. Then he showed me the only other novelty...the water rudder handle. It's way down on the floor, and way important to remember to have it set correctly. He told me that if other seaplane pilots see you take off, and your water rudders are down, you will never live it down. Point taken. Time to fly.

I was in the left seat, and the engine was dead when we pushed off from the dock. But we quickly fired up, I put the water rudders down for taxi, and off we went. Taxiing on water was interesting to say the least. I am used to very responsive steering in my Cherokee, since I have a steerable nose wheel. On the water, when you push the rudder pedal, the plane thinks about it for a while, then decides to s l o w l y turn in the direction you desire. You really have to anticipate your turns big time. On the crowded lake, it took all my concentration to keep that plane pointed in the right direction. Fortunately, the wind was very light

Continued on page 5.

Continued from page 4.

so I did not have that added complication...good thing, because I had enough on my plate.

We had to taxi all the way to the other end of that very busy lake. I dodged several kayaks, one very large ferry boat and a few other obstacles to finally get to the point where we could begin our takeoff run. We both looked along my intended path, and decided "that-away" looked like the best option. Then I pulled up the water rudders, firewalled the throttle and pulled the yoke back into my lap. The nose immediately went way, way up and I couldn't see squat except for seagulls circling around.

Then Bob began to teach me the nuances of a seaplane takeoff. It is very much a matter of seat of the pants feel. Once you get a bit of speed up you lower the nose to get on 'plane.' And that's where the "feel" thing becomes obvious. Nose too high and you can feel the back of the floats digging in and the consequent deceleration. Nose too low, and the float tips start to dig in and, again, you decelerate. As my instructor told me, it's hard to explain verbally how to hit that sweet spot. You'll simply feel when it is right. And he was absolutely correct. Hit that spot, and you can feel the acceleration. Then you just hold it there until the floats unstick, and just let it fly off the water. It was a pretty cool feeling.

Once in the air, it was pretty much like flying any other plane. It was a little sluggish on the rudder due to the floats, but not as much as I expected. My only gaff was in handling the constant speed prop. I'm not used to that. He told me to reduce rpm, so I reach over and sort of over-controlled the knob. I should have just twisted it a bit, but I just grabbed the knob and pulled back. Not a good idea. Those things are sensitive. Lesson learned. I became

better as the lesson developed.

We flew west from the Seattle area, across Puget Sound, and over to the Olympic Peninsula. That is a beautiful part of the world, with numerous isolated bays and inlets, framed by the Olympic Mountains to the west. He pointed out a bay, and told me to set up for landing there. Unlike Lake Union, it was deserted. Yippee. Then we had to figure out which way the wind was blowing. You can get a sense of that from looking at the waves. You set up for landing just like on land, doing a downwind, base and final. The important thing is to have your speed and attitude nailed on final, because you do not flare. You also double check that your water rudders are up. It is surprisingly difficult to judge your height above the water. I had read about that, but found it hard to believe it could be that hard. Well, believe me, it is. And if the surface was glassy smooth, it would be almost impossible. So, the trick is to set the plane up properly and just wait for the splash. Then you pull the power, pull back on the yoke, and you are stopped in no time. Water rudders go down, and taxi back to do it all over again.

While we were out there, he had me do a beaching. That's a bit of a trick, since you have get in close to the beach, run parallel to it but close in to shore, then cut the engine, jump out, and grab the rope on the wing. Then you have to swing it around so the plane is tail-first into the beach, and pull it in. While we milled around the beach for a few minutes, Bob reminded me that there are tides out here. The last thing you want to do is beach the plane, have your picnic, then return to find it high and dry because the tide went out. It has happened to more than one person, and the only thing you can do is to wait for high tide. I also discovered that this little exercise is almost

impossible to do without soaking your tennis shoes.

Unbeaching was easy...just give it a good shove, jump on the float, get in and buckle up, crank up, and taxi away. Well, maybe "easy" isn't the right word. If the wind was blowing in to the beach, it would be a real effort.

We did several more takeoffs and landings, and with each one I got a little better. I was enjoying the experience, and also the fantastic view of that wild and beautiful area. But all too soon, we had to fly back to Seattle. Returning to Lake Union, I flew between the Space Needle and the downtown skyscrapers, below the tops of all of them. It was a very cool sight picture. I had to really be careful to scope out activity on the lake and watch and listen for other seaplanes that were coming and going almost constantly. There is a "runway" of sorts that is used on the lake, and you just fall into line just like you would at Galt. Listen up carefully, announce your position and intentions, and that's it.

All too soon we were taxiing back to the FBO. We got near the pier and Bob took the plane while I got out on the float to jump onto the dock. Obviously, you have to get it pointed right, at just the right speed, before you cut the engine and let it drift in. I did manage to jump off and grab the wing rope without falling in. That would have been an ignominious end to my new-found mastery of floatplane flying.

All in all, it was a total hoot...and one of the best birthday gifts I have ever received. Thank you, Lindsey and Katie!

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life.

Learning to Fly at 69

Part Nine: Solo Anyone?

By Ed Moricoli, Student Pilot

Since I received my medical clearance in September, all I have been thinking about is the next step to learning to fly, and that's the solo! Ever since the day my student certificate came in the mail there hasn't been a day gone by that I didn't think about flying the pattern.

I scheduled a flight for September 30; the day was clear however the winds were brisk and gusting up to 20 mph from the south. Justin decided to go to Bigfoot and do pattern work. To tell you the truth I was somewhat disappointed but understood that I was not going to attempt the solo that day.

Except for a lousy entry into the pattern at Bigfoot I had a good day of take offs and landings. However, after a good forceful reminder about my death grip on the yoke from Simon LaGree (Justin) I managed to please him on my last two landings! On the way back to Galt, I was a happy camper and so was Justin, but that was short lived as my landing on 18, hmm that wasn't so great!

Back at the FBO my next flight couldn't be scheduled due to conflicts, so I left the next date open. I texted Justin on October 14th after looking at the forecast and suggested the 18th and the date was set for 0900. During the week of the 14th the weather turned out to be just lousy and I was on vacation to boot! All I could do was wait and do my "chair flying" and wonder if the 18th would be the day I would solo!

On the 18th I was up at 0600. The first thing I did was look out the window. The only thing I saw were low clouds and my heart sank. I went to AeroWeather and saw most



EAA Chapter 932 Membership Chair, Ed Moricoli.

stations were at MVFR! To say the least I was not a happy camper but nevertheless I got ready to go to Galt, even putting on an old t-shirt just in case! On the way to Galt, I kept looking at the sky and saw nothing but low clouds and kept wondering if I was even going to fly that day.

I arrived at the airport at 0830 ready to do the preflight as usual, however, I waited for Justin to show up and make the decision to fly. Justin arrived and decided we would fly, the weather was at minimums but we were okay to go. Holy cow I was used to flying the pattern at 1800 feet not 1500! On the way down the taxiway I asked Justin about adjusting to 1500 feet. He just said "don't worry about it I'll help you adjust, let's just get up and see what it's like." You can just imagine what was going through my mind, gulp!

We took off on 27 and the wind was perfect coming from the WSW. I couldn't believe it. I turned left crosswind and the ceiling was exactly where it was supposed to be as far as

I was concerned! So we continued flying the pattern. I was having a good day and even my communications were good! First landing went fairly well, second landing little better, third landing not so well.

Then Justin decided we had an engine failure and we practiced getting back to the runway, however on approach Justin told me to do a go around! So off we went but the kicker was I noticed I didn't turn off the carb heat, now that I think about it I have to chuckle just a bit.

On the fourth pattern everything went well and after landing Justin said I was ready! I meekly said ok. Justin advised me the plane would fly differently because the weight would change, since he would not be in the right seat.

Before leaving me, Justin said he would be on the radio and that he wanted me to do three takeoffs and landings. He also told me if it didn't feel right don't do all three. His last

Continued on page 7.

Continued from page 6.

piece of advice was "just have fun!"

So off I went. Going down the taxiway I kept telling myself "just fly the airplane." I wasn't nervous at all which I could not believe; I was concentrating on what to do and when to do it! "Stay ahead of the airplane Ed" I said out loud while back taxiing on 27! I got down to the run up area, looked left then right for any traffic and pulled on the runway after announcing my intentions.

Full power, wow what a difference without the dead weight, (sorry Justin!) Off I went in the first pattern attempt; everything was going according to what I was supposed to do, holly cats and jammers!

My first solo landing went pretty well! It was looking good as far as I was concerned and my confidence was climbing to say the least! The second pattern was the same as the first however my landing wasn't that

great and I taxied all the way down 27 just to get my thoughts back on track. On the way back down the taxiway all I could think about was to fly the plane but I was having fun, "wow, this is what it's all about!"

Time for the third attempt; Full power and off I went again, the takeoff was very--good right down the pipe! Good left crosswind turn, good left downwind turn; right on the money! Carb heat on, then 2000 rpm, level off at 1800 feet, speed 90 mph, trim the plane. Adjacent to the numbers, 1500 rpm. 45 degrees off the end of the runway, 10 degree of flaps, turn left base, a little trim slowing the speed and nose down. Turn left on final, another 10 degrees of flaps, trim some more, speed about 75 mph, a little more trim, everything was where it was supposed to be! Starting the flare, I was feeling good. A little more back pressure, then touch down and it's as smooth as silk!

Wow I did it, I did it! I can solo! All the way down the runway I was shaking my fist in joy! I wish I had a picture of the smile I had on my face!

As I was taxiing the plane back to the hanger my body started to shake with joy from what I had achieved. What a feeling of accomplishment for a guy who all his life has loved aircraft and now has the confidence to fly one and at the age of 69 to boot!

Justin and Larry Ewing were at the hanger to greet me; I do believe they were as happy as I was. Thumbs up and handshakes all around! Justin asked if I wanted a ride back to the FBO, I turned it down and walked back, I was on cloud nine! I never realized until now that I signed my log book as a PIC!

I still have a ways to go before I am fully licensed and I will write more about my future adventures. However, I just want to thank Justin for having the patience to work with me and teach me how to fly an airplane the right way and I suppose he'll continue to beat me up when I make mistakes but I am looking forward to it!

Then there is my mentor Neil Anderson, who had the audacity to get me into this mess in the first place! I never imagined I could, or would ever fly an airplane, but because of him I now can. Thanks Neil!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

SPACE AVAILABLE FOR RENT / LEASE

RATES STARTING AT \$500mo.

Located in Hebron, IL. West of Rte 47 on Hwy 173

1250 up to 5000 sq.ft.

12 x 12 overhead door w/ opener in each unit

Front and Rear service doors

Large paved parking area plus 1/2 acre grass

Zoned Commercial / Storage / Warehouse

Forklift on site.

Custom Silkscreen Svcs

Bill and Sue Sergeant

815-648-2768

Screenprinting for Industrial-Commercial-Personal

Professional Opinions

Beyond Wake Turbulence

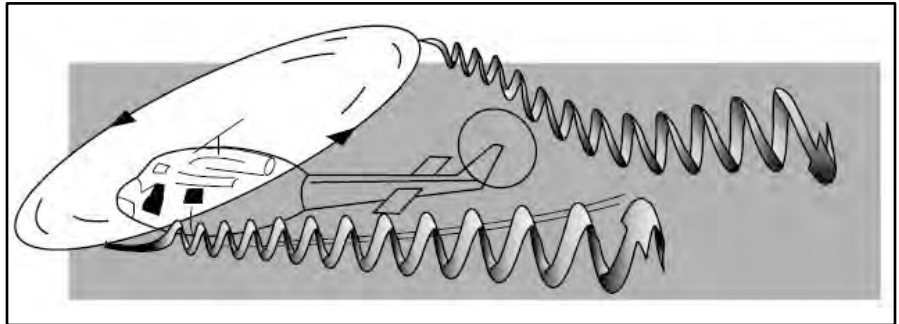
By Captain Jeff Hill, Sr., TWA 1964 - 1997

All you pilots, from Students to ATPs, have been indoctrinated in regard to the hazards of wake turbulence. I was too, but now, as a Light Sport Pilot, I figured I could delete all that brain clutter I had accumulated over the years on the subject. Flying my little L-3 "warbug" (a poor man's warbird) an 800 lb APU with wings, I didn't think I would be mixing it up with the big 'wave makers' any longer – I fly mostly in Class G airspace now, Class E when necessary and rarely above 2000 feet AGL. I eschew 'big airports' because I do not have an electrical system, therefore, no radio or transponder, which I certainly do not miss. I do sort of wish I had a starter, but I guess you can't have it all.

One Monday last summer I flew the L-3 down to Schaumburg (06C) for our monthly retired TWA pilot's luncheon. 06C is inside the Chicago Class B airspace but I am exempt from the transponder requirement on account of the aircraft being originally certified (1942) without an electrical system. It was a perfect day, CAVOK, no wind, not even a breeze. I taxied up to the GA terminal and a line boy chocked one of the MLG tires. I had barely shut down when a good friend, John Barrett, another retired TWA pilot, parked his beautifully restored Cessna 170-B (metal wings)



John Barrett's Cessna 170-B. Photo by Jeff Hill, Sr.



In forward flight, departing or landing helicopters produce a pair of strong, high-speed trailing vortices similar to the wingtip vortices of larger fixed-wing aircraft. The vortices produced by helicopters in flight are typically more intense than the wingtip vortices generated by a fixed wing aircraft of comparable size. Pilots should use caution, particularly during taxi, when operating behind or crossing behind landing and departing helicopters. Source: Gleim CFI renewal course.

next to me. The line boy chocked one of his main gear wheels also. We exchanged pleasantries and headed for 'Pilot Pete's'.

As we enjoyed our lunch on the second floor's almost all around window observation/meeting room, a helicopter, apparently doing flight training, slowly taxied along the E-W parallel taxiway just a couple of feet above the ground, not more than about 100 feet from our improperly secured aircraft.

We both saw it. It was like a bad dream in slow motion. As the rotor wash reached our planes, they both slowly weather vaned in a clockwise direction into the 'wind'. If our tail draggers had been 'nose draggers', chocking any single wheel would have been adequate. But our tail draggers, with full swivel tail wheels pivoted easily around the single chocked wheels.

One of the 170's lift struts crunched into my left aileron where the inboard



L-3 antenna mast on the vertical stabilizer. Photo by Jeff Hill, Sr.

end meets the wing trailing edge. The reel in/out radio antenna mast on the top of my vertical stabilizer dug a deep gauge in the bottom of one of the 170s trailing edge flaps. Thankfully, both planes were flyable but both required more than a cheap, quick, easy fix (if there is such a thing).

Continued on page 9.

Continued from page 8.

John found that buying a new flap was cheaper than re-skinning the old one – he's not the kind of a guy who would 'Bondo' it. The L-3 required opening a wing bay and an aileron bay, repairing the structure, then re-gluing and refinishing the fabric. Fortunately, the L-3 had been finished with butyrate dope, rather than enamel or polyurethane, so this was pretty straightforward and simple.

Lessons learned: I should say, re-

learned - 'old pilot's needs are not so much to be informed as to be reminded'. Park on sod, if possible. It takes a lot of wind to move the plane. If you can't park on sod, see if you can park either the tail wheel or the mains on sod with the other on pavement. If you must park on pavement (if only for a few minutes) tie down if possible. If only one tie down is available, tie down the tail. If you can only chock wheels, chock both mains.

PS. It doesn't take a helicopter to wreak havoc with unsecured light

planes – especially tail draggers. The prop blast from an overly zealous prop plane pilot can do the same damage – I mean even a C-172, or its ilk. And, jet blast – well, that's material for another article.

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also a CFI and an A&P/IA.

CLEARVIEW WINDOW AND CARPET CLEANING

Window & Carpet Cleaning to McHenry County and Northern Illinois Pilots & Airports for 25 Years!

Dan White Proprietor

Call: 815-236-9427 Email: dapperdan131@yahoo.com

**10% of Job Price Will Be Given Back to
EAA Chapter 932**

Power Washing - Gutter Cleaning - Painting

Insured, Free Estimates, Referrals

Galt Traffic Classifieds

BUY A CHAPTER 932 MUG, HAT or T-SHIRT

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.



SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Galt Traffic Classified Ad section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Galt Traffic is the perfect place to sell your gently used aviation gizmos after you replace them with the latest gadgetry. This newsletter is distributed to over 460 readers with a connection to, or interest in Galt Airport.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Please Join Us

For Our

Christmas Party

**Eat
Drink**

&

Be
Merry

SATURDAY

12-07-2013

5 P.M.



The Studio at Galt Airport
5112 Greenwood Road
Wonder Lake, Il



Please **RSVP** to

Rebekah@galtairport.com



Airport Technicalities

A monthly report from **Justin Cleland, Airport Manager, Galt Airport.**

Over the last few weeks, I've been getting a lot of questions about the construction/excavation project underway in the field to the south of Galt. This is the beginning of the Wonder Lake dredging project... NOT a new sub division!

The equipment will be working through the Fall to prepare the field for the material being dredged from the lake. The last notice released said the dredging won't begin until "2014" which is obviously pretty ambiguous. As soon as I know a definitive date, I'll let you all know. But, the plan is to move the material being dredged from the lake over to the field, and then cover it up with dirt.

We are very happy to announce a few new additions to the Galt staff this month! First, **Jean Forni** has started working a few days a week in the office to help with bookkeeping and accounting. Most of you already know Jean, Bob, and their baby Bella (F33 Bonanza) based here at 10C. Jean is currently serving as Treasurer for EAA chapter 932 as well.

Also, **Troy Schlote** has joined us, full time, to work in the maintenance shop with Brian. Troy is a licensed A&P with a wide array of experience in military, commercial, and general aviation, most recently working for Panasonic wiring entertainment systems in airliners. Welcome to the family Jean and Troy! We're excited to have you here.

Finally, I hope you all saw the invitation to this year's Christmas Party in the newsletter. It goes without saying that we have a lot to be thankful for (and celebrate) this year

at 10C. We've decided to move the party up to the studio, and are planning our biggest blow-out to date!

We hope you and your families can all join us... we look forward to having the chance to see you guys every year. As always, we do our best to make sure everyone hears about the party, but please help us extend the invitation to those who may not be on our email distribution list, everyone is welcome... and the more the merrier!

Galt Flight School News

Congratulations to **Ed Moricoli** on finally achieving his first solo. Ed is learning to fly with Galt Chief Flight Instructor, **Justin Cleland**.

Congratulations to **Jason Haedt** on his first solo. Jason is taking his private pilot lessons with Galt part time CFI, **Marty Seitz**.



This guy's been hanging around the airport for the past few weeks. He seems friendly enough but I do think it's weird that he just sits around with his headset on. He's obviously an aviation enthusiast so if you need someone to go fly with you be sure to invite him along. Maybe we should invite him to join the EAA chapter!

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items

EAA Chapter 932 News

President's Message

**From Bruce Schottland, President,
EAA Chapter 932**

There is much to report this month. As usual lots has been happening at Galt and Chapter 932. Since Diane and Claude Sunday purchased the airport there has been a constant stream of clean up and improvement activities. Every time I go the airport I notice some change. First there was the sealcoating, which was a dramatic improvement. Then I noticed that a lot of brush was being cleared along the taxiway and down by the cabin. The gas pump was painted. The rotting wood on the FBO was repaired and then the whole building was painted. The house was painted. The barn has been cleared out. The list goes on and on. Just today as I drove in I noticed the white fence around the small parking lot along the driveway has been painted. Galt Airport is really looking good. Thank you **Diane and Claude**.

As part of the effort to clean the place up our own chapter rolled up its sleeves to clear out the dirty, dangerous old chapter building so it can be razed. This was a great opportunity to get organized. A group of volunteers sorted through decades of stuff to figure out what was useful. Then everything was put in our new garage in a clean, organized fashion. It was hard work, but I think everyone involved had a good time working together.

All of our cooking gear was relocated to the kitchen in Galt's studio. Just today I was out there with **Dave Spitzbart** organizing all of our cooking stuff. I feel this will be a real benefit. In the past, every time we had an event we bought things we already had because we didn't have a strong

grasp on our inventory. Since everything was stored in plastic bins, it was hard to know exactly what we had. I was also hard to keep things clean. I think the new location will help us stay clean and organized, keep better track of what we have and, ultimately, save us money. Now we can tell at a glance what we have and what we need. The new set up is a vast improvement. Thank you to all who helped in the endeavor.

Dave Spitzbart, Justin Cleland, Kevin Auld and I also pulled the KR2 project out the North/South building to take inventory of what was there and to get photographs. Now we can get that project advertised and hopefully sold since we really don't have a storage spot for the project. It will be nice to get it gone and I am hoping the chapter can pocket a few bucks in the process that can be used for something beneficial to the chapter.

Lastly, please be reminded that in November we will be electing a new chapter Vice President. I bring this up for two reasons: first, we are still encouraging candidates. **Beth Rehm**, our current Vice President, recently sent out an email about the position. She reminded us that these are exciting times for our chapter. We have made a lot of progress in the last few years and have become a very active chapter. However, we really need fresh ideas to continue leading the chapter. I strongly encourage anyone with an interest in the chapter who has not previously held an executive position to get involved. We need your help and welcome your ideas and involvement.

Secondly, I encourage everyone to come to the November 9th meeting. We will be electing a new Vice President and I would like to make sure that everyone has a say in

choosing our chapter leadership. Also, I would love to show our new Vice President that he/she has a lot of chapter support.

After the meeting, we are planning a special presentation that will surely be of interest to all our chapter members. Chapter member and Galt resident **Neil Anderson** has graciously agreed to host a chapter "field trip" down to his hangar after the meeting. As many of you know, Neil and our own Membership Chairman **Ed Moricoli** have been working hard restoring a North American AT-6. The project is fascinating and the airplane is beautiful. I hope you can join us to learn all about the restoration of this incredible aircraft.

Welcome New Chapter 932 Members

Please welcome **Doug Graham** to the chapter. Doug joined at the October meeting and has just taken delivery of a Vans RV14 kit.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: October 12, 2013

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:06 a.m.

Beth R., Mike E., Jean F., Ed M., John T., Larry S., Ron T., Don S., Doug G., Larry T., Ed B., Steve P., Jim R., Esther M., Walt W., Dan J., Bill M., Tim S., Rafael G., Claude S., Justin C., Dave S., Jeff H.,

2. VOTING ITEMS

a. Approval of Agenda: Motioned by Walt, Seconded by Steve P, All voted in favor.

b. Approval of August '13 Minutes: Motioned by Ed, Seconded by Esther, All voted in favor.

c. Treasurer's Report - Approval of August/September '13 Financial Report

We made \$46 in August/only expense was rent paid to JB Aviation. Current balance is \$6,100

Motioned by Ed M, Seconded by Steve P, All voted in favor.

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Elections: VP and President come up for election in November. 2 year term, overlapping every year.

Currently, Pres and VP are one year, secretary and treasurer on odd years. This year, President and VP are up for election. Proposal to extend President's term by one year, to 2014. Keep VP election this year. All voted in favor of extending the president's term. None opposed. Beth will not be running for VP again.

November meeting is when we would vote on assigning that position to someone, they take office in December. Description of VP role. Strategy, planning, steering, what we do, find activities that fall into that plan. **Hayride!** November 2nd at 5 PM. Come ride on Diane's antique tractor and see the cleaned up North Pond.

Newsletter: New advertisers. Dan White window cleaning business (10% of profits from ad will be donated to the chapter) and Dr. Cleland - both signed up for 12 months (\$200). Sue Sergeant/Custom Silkscreen, 2 months, \$20.

Other: Aerial photography class at McHenry County Community College.

4. COMMITTEE REPORTS

Young Eagles (Esther Medina): No more scheduled this year, and none scheduled for next year yet. For December meeting, come with your ideas for next year.

Membership (Ed Moricoli): 77 members paid up this year. Goal is to get to 100 members next year. If you know someone at the airport that is not a chapter member, or anyone that has an interest in aviation, please pass their contact information to Ed (ed@eaa932.org). New member, Doug Graham, is a neighbor of Arnie's, building an RV-14, just starting with the wings. Doug joins 2-3 other RV builders at Galt.

Aviation Club (John Theriault): 5 kids from Woodstock High School, try to meet once a week. Kids would like to fly - if you have any ideas or would like to take them flying, please get in touch with John (john@eaa932.org). Will meet first or 3rd saturday of every month at Galt at 9 AM. Trying to keep it to high school kids, possibly Jr. High. Wants to get back up to 20 kids. Ed B. suggested visiting the RedBird Simulator demo hangar. Beth R. suggested they come to the AT-6 presentation at the next meeting.

5. OLD BUSINESS

BSA/CAP Aviation Day: BSA was pleased, but disappointed that the news coverage did not materialize.

Want to do another one next year, undetermined date. CAP will handle ancillary things but would like YE volunteers. Next year maybe in August.

Mark Othick: Passed away in September, 54 years old, one of the powered parachute pilots at Galt.

Volunteered for the chapter once or twice a year. Chapter members very sad to lose him and that he died so young. He will be missed.

6. NEW BUSINESS

Status of EAA Building: Thanks to everyone that helped to clean everything out. We have storage in the garage near the house. New meeting space will be the studio attached to the house. Ralph scrapped the steel from the chapter building and donated half of the proceeds to the EAA.

Continued on next page.

.....

Continued from previous page.

KR2 project: Dan Wallis acquired a KR2 and engine for free a while back. Original plans of rebuilding did not work out. No objections to selling it from the present chapter membership.

Bill Marinangel: Had knee surgery. The chapter members wish him a speedy recovery!

Dean Marcott: Dean has moved to Texas! The members thanked him for all his hard work for the chapter.

Justin Cleland: Has an idea to pair a young eagles day with the Huntley Animal Shelter for a "puppies and pilots" day, possibly in June. Everyone agreed it was a great idea. Also, they found another tent while they were cleaning out the barn. Does anyone know who it belongs to?

New meeting location: Beginning with the next meeting, the chapter will meet in the studio attached to the house.

7. NEXT MEETING

Saturday, November 9, 2013 at 10:00 a.m.

Following the meeting we will visit Neil Anderson's hangar to see the AT-6 restoration.

8. ADJOURNMENT

Motioned by Ed B., seconded by Ed M. Meeting adjourned at 11:02 a.m.



Left: A few weeks ago a group of chapter members met out at Galt, rolled up their sleeves and went to work clearing out the old chapter building. They moved anything worth keeping to the new storage building and got rid of anything not worth keeping. Rafael took away some metal to be scrapped. It was pretty hard work, but fortunately we had lots of hard workers.

Thanks to all those who came out and pitched in; Dave Spitzbart, Dan Vormittag, Dan Johnson, Paul Sedlacek, Walt Weidig, Ron Twin, Rafael Gonzalez, Ed Brown, Jeff Hill, Sr., Jean Forni, Kevin Auld, Brian Spiro, Ed Moricoli, Patrick Hoffman, George Zuidema and Carolina Schottland. It was a big job, but with all the help the work went quickly, and we had fun.

Right: This is the new EAA 932 chapter building where we are storing our equipment. It is on the left of the driveway between the house and the FBO.

This is probably a temporary solution but the chapter has not decided what we want to do about a more permanent location.



Now that it is empty, the old building will be demolished.

For most of this year the chapter has been meeting in the FBO. Beginning with the November meeting we will hold our gatherings in the studio attached to the house. To find it you just walk behind the old chapter building past the trees and you will see the sliding doors to get into the studio.

Galt Airport / EAA 932 Calendar of Events

- Nov 2** Hayrides and a Bonfire at Galt Airport (10C), 5:00 p.m. Pizza from Dusty's. BYOB.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Elections and visit to T-6 project.
- Dec 7** Galt Airport Holiday Party, 5 p.m. in the Studio at Galt Airport. RSVP to Rebekah@galtairport.com.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Jan 11** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
-

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

<http://www.fly2lunch.com>

www.aopa.org/pilot/calendar

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://socialflight.com/index.php>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Jean Forni (815) 675-6897 treasurer@eaa932.org

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Patrick Hoffmann (847) 774-1599 webmaster@eaa932.org

Aviation Club Coordinator: John Theriault (815) 236-2445 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper/Jean Forni/Rebekah Busse

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.52

(includes tax)

This newsletter is published monthly and distributed via email to approximately 460 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
